

Highway study adds 68 Oregon bridges into historic register

The Highway Division's Environmental Section in a few weeks will release a recently completed document that lists 68 bridges eligible for historic status.

Entitled Historic Highway Bridges in Oregon, it is a product of the ODOT historic highway bridge study begun several years ago, according to Dwight Smith, cultural resource specialist.

Distribution this spring

The 68 bridges are in addition to 77 bridges previously determined as eligible to be listed in the National Register of Historic Places.

Smith, author of the 200-page report, said copies of the document are being printed for distribution this spring to local governments, historic preservation organizations and libraries.

"In recent years there has been increasing awareness that historic bridges are objects worthy of pres-

ervation," he wrote in a summary sent to the Transportation Commission. "At the same time, there has been increasing concern for bridge safety and condition, and Congress has authorized additional revenue for replacement and rehabilitation."

He said the study was conducted to help ODOT avoid possible conflicts between bridge safety and preservation. As a result of the long-term study, the department can better plan and schedule bridge replacement projects, he noted.

Some 7,000 public highway bridges were evaluated during the study. A study team consisting of division environmental specialists, a State Historic Preservation Office representative and three members of a citizens' advisory committee looked at 700 out of 1,200 old highway bridges eligible for federal aid.

Continued on page 3



CHECKING OUT seven new all-wheel-drive, truck-mounted, push snowplows are Dave Evenhaus, equipment inspector, right, and Brad Wilder, dispatcher, before the plows were delivered to districts statewide to battle heavy spring snows. Related story...Page 4

Checks kick off scholars drive

The fund drive to establish a capital base for the Glenn Jackson Scholars program is underway, boosted by \$500 checks from ODOT Director Fred Miller and the Association of Engineering Employees.

Slightly less than \$19,000 will be

sought during the next six weeks from ODOT employees and retirees. A check for \$100 was received last fall, when the idea for the scholarship was first discussed, from Elberta Klaboe, widow of the late ODOT Director Fred Klaboe. Retiree Ernest Radke, Dallas, also sent a check last fall.

ODOT fund drive chairman Dave Talbot said he is very optimistic that the departmental goal for this year will be reached. "Everyone I've talked with is enthusiastic about the Glenn Jackson Scholars idea," Talbot said, "and that includes people such as retirees who have no personal stake in it."

Bulletin

Some \$50,000 has been raised so far in contributions from the private sector, thereby guaranteeing funds for this first year of the program, according to Tom Walsh, chairman of the Glenn Jackson Scholars Committee.

Talbot feels it may take two or three years to reach the \$50,000 goal that has been set for department employees and retirees, out of the total \$250,000 target.

Assisting Talbot with the fund drive are: Carolyn Campbell, representing motor vehicles; Gary Potter, highway; Steve Johansen, parks; and Joe Christian, central services, aeronautics and public transit.

□ □ □

Application forms ready in Personnel

Student application forms for the Glenn Jackson Scholars program are now available in the ODOT Personnel Office, according to Karen Roach, manager.

Applicants must be the son or daughter of an employee who has worked at least 36 months for the department, Roach said.

In this initial year of the program, applications will be accepted from students who have already begun their college work, Roach said, but in the future, only recent high school graduates will be eligible.

Ralph Sipprell, retired Highway Division legislative liaison, will coordinate the fund drive among retirees.

A letter and brochure describing the program will be mailed to the home of ODOT employees and retirees in early March, Talbot said.

Monthly payroll deduction will be available to Highway and Parks division employees. Payrolls prepared by the Executive Department cannot accommodate a deduction, Talbot said. Contributions are tax deductible.

Funds collected from the drive will be turned over to the State Scholarship Commission for deposit in the state treasury.



The Glenn Jackson Scholars

SERVICE
LEADERSHIP
DEDICATION TO OREGON



\$500 CHECKS for the Jackson Scholars Fund from Jess Dressler, left, Association of Engineering Employees president, and ODOT Director Fred Miller, are handed to Jackson's daughter, Cynthia Jackson Ford, and Travis Cross, both members of the fund steering committee; at left, a brochure about the scholars program that will be mailed to employees and retirees this month, along with a letter.

Inside



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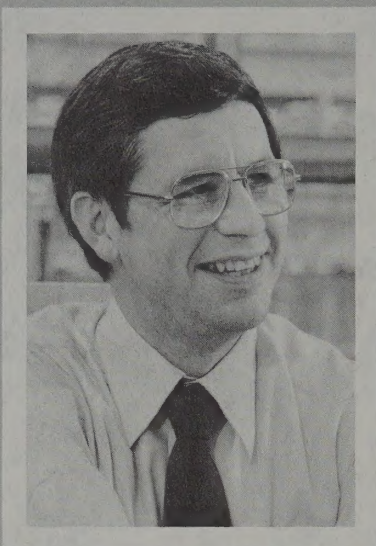
States cooperate on high technology...Page 5

A message from the director

So far this year, my time has been dominated by the Legislature. It is always surprising to be reminded how time-consuming legislative sessions are.

Usually, at the beginning of a session, we provide orientation to the Senate and House Transportation committees, make our first presentations on bills we have introduced, and begin our budget hearings.

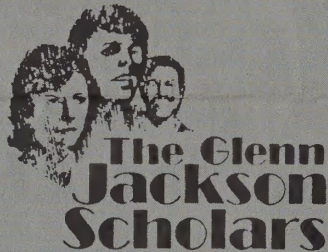
It is not unusual for me to spend five or six hours per day with legislative business during the first few months. A number of other department administrators and other employees spend a great deal of time in the Capitol as well.



I believe that the department is doing relatively well. Of course, we never know the outcome of our budget or bills of interest until they move out of committees and are approved by both the House and the Senate. I am optimistic, though, that our investment of time and energy will pay off.

This month we have an opportunity to make a program work that is unique to state government. We will be distributing information about the Glenn Jackson Scholars program, and initiating our employee fund drive.

I hope that we will have many qualified applicants among children of the department's employees. The first two recipients of these awards will be selected in May. I am looking forward to the time when we have a number of Glenn Jackson Scholars contributing to our communities. This promises to become a very prestigious award.



I am excited about the program for several reasons:

--No one contributed more to the state of Oregon, and in particular to the transportation and parks systems, than did Glenn Jackson. It is fitting for us to honor his immense contribution.

--It's a good program. Education is something we can all appreciate. I like the thought of providing scholarships to the children of our employees, some of whom may not otherwise have an opportunity to get advanced education.

--I'm convinced that we as a department can make it work. I doubt that any other department in state government could do so. It's an innovative program of which we can all be proud.

Let's make it a success.

Fred Miller



Oregon Department of Transportation

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Transit promotes Plank

Joan Plank has been selected as the new program coordinator for ODOT's Public Transit Division. She replaces Beth Mulcahy, who has taken a position with the private sector in Portland.

Plank will be responsible for project monitoring, inspection and contract management of the division's programs in a territory that includes the Portland metropolitan area and much of Oregon east of Bend. She will also assist local governments to prepare transit development plans and other transit studies.

Her initial goals are to meet with the division's grant recipients and familiarize herself with their operations. She will also monitor transportation activities in Portland.

Plank, 28, is a lifelong Salem resident, and has worked for ODOT since 1976, when she took a position with the Motor Vehicles Division. She later moved to the Travel Information Section, formerly a part of the Intergovernmental and Public Affairs Office, where she served as office manager for Oregon's tourism promotion program.

Working for Public Transit since 1983, she has managed a program that provides federal funding for the purchase of vehicles and equipment to meet the transportation needs of Oregon's elderly and handicapped citizens.

She currently attends evening classes at Portland State University, working toward a B.S. in business administration.



Joan Plank

ODOT videotape available statewide

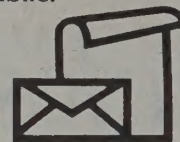
The Oregon Department of Transportation--Serving Oregon on the Move, a 15-minute video presentation about ODOT, its five divisions and activities has just been updated.

Copies are in half-inch VHS videotape and are available at all Highway Division region offices and the ODOT public affairs and personnel offices in Salem.

The revision features new employee faces and the deletion of the tourism program, transferred last year to the Dept. of Economic Development.

The presentation is of interest to new employees and to the general public.

Letters



Plowing applauded

Curt Yocham, DMS
Ashland

This is to let you know how much we appreciate the work your crew puts into keeping the Mt. Ashland road open and as safe and wide as possible.

We particularly want to thank the operator who did a beautiful job of clearing and widening the mouth of our driveway one night last month. The area down by the many mailboxes was also done then, I believe--a real help.

Rosana and Kelly Hart
Ashland

Investigator praised

Motor Vehicles Administrator

I am a used car dealer in Eugene. Jerry Hamlin, a DMV investigator, has been extremely helpful to us.

When we decided to open a used car dealership, we were unsure what DMV required. Mr. Hamlin has been able to answer those questions for us, and he has helped us in other ways also.

Not too long ago, he crawled around under a vehicle for about an hour to find an identification number that matched the title. All the time, it was pouring down rain.

We never expected service like this. We are very impressed with DMV in Oregon.

Rex Morris
Eugene

Hwy. 224 improved

Harry Woodward
Dist. 2C maintenance supervisor
Milwaukie

Just a note to tell you how grateful we are for the white shoulder-striping and the center reflectors on Highway 224 between Carver and Barton. What a remarkable difference it makes.

Thank you, too, for being so courteous when I have telephoned you regarding my concerns about this stretch of highway.

Jane M. Armentrout
Clackamas

Workers helped motorist

Oregon Highway Division

There are some very courteous and helpful employees working for the state.

On Jan. 21, traveling to Coos Bay, I ran out of gas six miles short of Lincoln City.

Larry Kahle and Dave Flanagan stopped to see if they could help. They were both very polite and helpful. They were kind enough to let me have enough gas to get to Lincoln City.

David Gibson
Vancouver, WA

Editor's note: Kahle is assistant highway maintenance supervisor at Meacham, and Flanagan is a highway maintenance worker 2, LaGrande.



ELECTRONIC SURVEY equipment is demonstrated to Glenn Schoessler, left; Cliff Caldwell, right, both from the Photogrammetry Unit; and John Graf, center, Equipment Unit, by manufacturer representatives.

New equipment speeds highway surveying work

Highway Division survey crews are entering the computer age with the recent purchase of equipment that has the potential to feed field survey data directly into a computer to electronically produce maps and field designs.

The division recently purchased four total electronic stations that consist of instruments to measure both horizontal and vertical angles and distances. Each station cost \$30,000.

According to Field Location Coordinator Bob Ewen, the new equipment speeds up the survey process and can increase accuracy by six times.

Store 4,000 entries

"This is the first time the Highway Division has purchased the highest standard of surveying equipment available," said Ewen, who has campaigned to upgrade survey devices for a number of years. In preparation for writing specifications for the new equipment, he has rented and tested all types of equipment during the past year or more.

Besides producing digital readings for distances and angles, the instruments can store up to 4,000 entries in a memory bank.

In the future, engineers will be able to plug the memory bank into a microcomputer that is interfaced with the ODOT central computer to electronically produce maps and

drawings. Another future application will be a link to the interactive graphics system, Ewen said.

Last month 32 people from state-wide Location and Construction section offices attended two-day training sessions in Salem and Portland to learn operation of the new equipment.

Training conducted

Ewen said recent college graduates, particularly from engineering technical schools, are already familiar with this type of equipment and easy to train. "To retain these young, well-qualified employees, we have to provide the best equipment," Ewen said. The equipment also helps the division match the accuracy standards of other agencies and contractors, he added.

Ewen wants to purchase eight more electronic stations during the next biennium. The existing four will be used in all location assignments and for intricate construction projects, he said. The units are rented to crews through the Equipment and Services Unit motor pool.

Three walkie-talkie radios were purchased with each station to facilitate communication between survey crew members who may be working in noisy traffic or several miles apart, Ewen noted.

Ewen thanked Maintenance Section employees for their cooperation and support during the selection process.

when the structures come up for replacement or rehabilitation.

"The importance to the division of this study is that it allows us to know in advance the number of bridges on the highway system that require special treatment because of their eligibility for national historic status," Gilmour said. "That knowledge will ultimately save tax dollars."

Correction

The February issue of *VIA* incorrectly listed Maintenance Engineer Don Adams as Region 2 engineer. Bill Anhorn is Region 2 engineer. We apologize for any confusion this may have created.

The Capitol Scene...

By George Bell
Assistant Director
Intergovernmental and Public Affairs

Reporters covering the Legislature often attach the adjective "powerful" to any reference to the Joint Committee on Ways and Means in their stories.

That is the committee that reviews all state agency budget requests for the coming biennium, and that also must approve any other bill with fiscal implications.

That is power indeed. And that is why seats on the committee are so coveted, and are generally awarded by the presiding officers only to the most responsible and hard-working members of the Legislature.

Each house provides eight members for the joint committee, most or all of whom are from the majority party, with one from each side designated by the presiding officer to serve as co-chair. The committee is divided into six subcommittees that specialize in agency budgets from broad general areas of state government, such as education or human resources.

An analyst from the Legislative Fiscal Office guides a subcommittee in its examination of an agency budget. The analyst will have spent considerable time reviewing the budget prior to the opening of the legislative session, and will prepare a set of recommendations about the budget for the subcommittee members to consider.

Not infrequently, the analyst's recommendations are adopted, in whole or in part.

ODOT has been "in" Ways and Means since about the third week of this session.

Rep. Jeff Gilmour, D-Jefferson, chairs our subcommittee. Though Gilmour has served on Ways and Means for several sessions, and is a former co-chair of the joint committee, this is the first time he has reviewed ODOT's budgets in subcommittee.

With Gilmour from the House side is Rep. Darlene Hooley, D-West Linn, who is serving her first session on Ways and Means.

Two senators, Ed Fadeley, D-Eugene, and Mae Yih, D-Albany, round out the subcommittee. Fadeley is one of the most senior members of the Legislature, with many sessions on Ways and Means, and was president of the Senate during the 1983 session. Yih has not served on Ways and Means before.

Fiscal Officer Joe Christian and Budget Officer Paul Hatcher coordinate ODOT's budget presentations, working in concert with Executive Department budget analyst Debbie Lockwood.

Following an opening departmental overview by Director Fred Miller, each division administrator has given the subcommittee a presentation on his operation and his requests for the 1985-87 biennium.

Though the subcommittee's actions on the budgets may not be entirely known for some time, things generally appear to be going well.

ODOT will certainly not be given everything it has requested, but at the same time, there is no question that we'll be granted the funds to do our jobs for the next biennium.

That is how the Ways and Means process is supposed to work, at its best. And that is the way it is working this session.

Transtooters offer tryouts for musicians

The Transtooters are looking for a few professional caliber musicians to join the small Dixieland band that plays for many ODOT functions.

According to member Lee Doss, the group needs new people to serve as backup and to help expand their repertoire.

Transtooters play traditional and modern jazz and offshoots.

All nine current members, including four retirees, have played professionally in the past, and several presently give music lessons, Doss noted.

Persons interested should contact Doss in the Planning Section at 378-2950. Scheduling arrangements are handled by Donna Granning in Public Affairs.

Years 5 Ago

The March 1980 issue of *VIA* contained articles on the cost of snow removal from a major Columbia Gorge storm, preparation for a heavy summer highway construction season and arrangements for additional Amtrak service in the Willamette Valley.

The snow removal during the second week in January cost the Highway Division \$105,000 for labor, equipment and material.

Of \$155 million in construction and rehabilitation contracts for 1980, about \$72 million was earmarked for completion of I-205. The 1979 Legislature had increased state funds for rehabilitation due to public concern over road conditions.

Historic bridges

Continued from page 1

The structures examined included those owned by cities, counties and the state, but usually not those in private ownership or those owned by the federal government. Smith said the team looked for bridges of historic significance built before World War II. Thirty-two of the identified structures are state-owned and 36 are owned by local governments.

The study was funded jointly by the Highway Division and the Federal Highway Administration.

Cam Gilmour, Environmental Section manager, said knowing which bridges are historically important will help the division comply with federal requirements

ODOT carpoolers find many benefits

Hundreds of ODOT employees throughout the state enjoy financial and social benefits from ridesharing to work, according to Scott Nagel, energy/rideshare information manager in the Public Transit Division.

"Using public transit is popular in the larger cities, but the most common form of ridesharing statewide is carpooling," he said.

"Carpooling is typically informal, requires relatively little coordination and is very flexible," he said. The points of origin and destination plus work schedules usually determine membership in a carpool, Nagel said.

Nagel promotes ridesharing in the areas of the state without fully developed rideshare programs, primarily Medford, Corvallis, McMinnville and Salem's Capitol Mall.

"The program in the Capitol Mall is a good one, with approximately

one-third of the 6,300 employees in the mall area using some form of ridesharing," he said.

Preliminary results from a recent mall survey indicate that ODOT employees are more likely to take advantage of ridesharing than other employees working in the mall area, Nagel said.

For Dennis Scofield in the Highway Division Mapping and Mileage Control Unit, "the obvious advantage is parking. With 500-600 names on a waiting list for 2,200 spaces, parking is a real problem. Some people wait for two years before they can park in a state lot."

Scofield also cites the financial advantage, estimating that driving his own car only one day per week saves him \$500 per year in parking and transportation costs.

Jim McClure, project development engineer, and Tom Schwab,



JIM MC CLURE catches his daily ride to work with Tom Schwab. The Metro Region employees not only save money, but use the driving time to exchange information about their work.

traffic analysis manager, have been riding together for the last four years to the Metro Region office in Portland. They carpool about 12 miles round trip every day and save more than \$300 each per year.

"The state also benefits because Tom and I can talk business and keep tabs on what is going on outside our immediate responsibilities. The companionship, not having to drive every day, and being able to wind down together mean more to us than the financial benefits," McClure said.

John Levenhagen and Doyle Cook work on the bridge maintenance crew in Eugene and carpool

from Springfield. Like most carpoolers, this arrangement is not a necessity for them.

Vaun Hooff and Bob Jackson also take turns driving to work at the Motor Vehicles Division office in Bend. "Economically, carpooling is a sound idea. More important, though, it is nice to have someone to ride to work with, especially when the weather is bad. I feel more secure riding with another person," Hooff said.

Nagel encouraged anyone interested in finding or forming a carpool to contact him at the Transportation Building, Room 129, Salem 97310 or at 378-8201.

Promotions, transfers listed

Highway positions filled

Two teams recently completed interviews with 64 applicants for a variety of Highway Division positions created by retirements or promotions.

The interviewing panels consisted primarily of people supervising vacant positions. One team interviewed candidates for Salem area positions while the other chose applicants for district maintenance supervisor positions.

Those promoted or transferred to highway engineer level 6 positions include:

Ted Litchfield, Region 2 construction engineer, transfer to specifications engineer, Salem.

Max Klotz, program section, transfer to manager, Permits and Weighmasters Unit, Salem.

Steve Macnab, specifications engineer, transfer to assistant Region 4 engineer.

Wayne Cobine, Program Section, transfer to preliminary design supervisor, Salem.

Ken Husby, district maintenance supervisor (DMS), Corvallis, promotion to Region 2 construction engineer.

Terry Shike, bridge structural design, promotion to principal structural design engineer, Salem.

Tim Thex, traffic analysis supervisor, Traffic Section, promotion to planning analysis engineer, Salem.

Von Hemmert, systems studies engineer, Planning Section, promotion to planning survey supervisor, Salem.

Walker (Hank) Wakerlig, Program Section, promotion to Program Unit supervisor, Salem.

Warren Richards, chief cost engineer, Construction Section, promotion to Region 5 construction engineer.

Those promoted or transferred to highway engineer 5 and supervising highway engineer C level positions were:

John Grassman, bicycle program manager, transfer to DMS, Corvallis.

Bill Geibel, DMS, Beaverton, transfer to bicycle program manager, Salem.

David Wilhite, project manager Region 1, promotion to DMS, Beaverton.

Ken Karnosh, project manager Region 2, promotion to chief cost engineer, Construction Section, Salem.

Leon Brock, research coordinator, promotion to federal aid coordinator, Program Section, Salem.

Tom Lulay, bridge designer, promotion to structural materials engineer, Materials Section, Salem.

Joe Speight, engineering coordinator, Environmental Section, promotion to resources engineer, Program Section, Salem.

Vern Tabery, illumination specialist, promotion to traffic analysis supervisor, Salem.

Robert Gettis, senior designer, promotion to design team supervisor, Road Design Section, Salem.

John Marks, foundation engineer, Bridge Section, promotion to final project coordinator, Design Section, Salem.

Mike Anhorn, assistant DMS, Medford, promotion to DMS, LaGrande.

Chester Anderson, project manager, Astoria, promotion to DMS, The Dalles.

William Maude, project manager, Medford, promotion to DMS, Medford.

Gary Pederson, structural designer, promotion to senior structural design engineer, Salem.

Aubrey (Phil) Rabb, structural designer, promotion to senior structural designer, Salem.

Plows worth \$1.5 million to help crews battle snow

New snow removal equipment recently purchased by the Highway Division features innovative designs to help crews statewide contend with the heavy snows expected late this winter and early spring.

According to Equipment Superintendent R.W. Kuenzli, the units have cost a total of nearly \$1.5 million.

The most expensive units are three \$180,000 rotary snowplows made in Wisconsin and West Germany, mounted on Mercedes-Benz truck/carriers from West Germany. Consisting of a fan-type center unit fed by two vertical augers on each side, these machines can blow

3,900 tons of snow per hour off the roadway, Kuenzli said. This makes them much more powerful and efficient than the equipment they replace.

They are used in the mountain summit areas that receive the state's heaviest snowfall, he said.

In lower elevation areas, less expensive equipment can be used. Four self-contained rotary plows were purchased at \$45,000 apiece. Two use rotary fans and two consist of augers to bite into the snow. All of the units mount onto the front of a small four-wheel loader, eliminating the need to purchase trucks or carriers.

For use statewide, the division ordered seven large, all-wheel drive truck-mounted snowplows, with side wing plows. Drive lines deliver power directly to all four wheels of the \$100,000 vehicles, Kuenzli said.

Instruction completed

Kuenzli said the division purchased three such trucks in 1983, and they have performed well. This year's purchase replaces 1964 and '65 model trucks.

To assure proper maintenance and operation of the new equipment, eight hours of instruction for mechanics and a separate eight-hour training session for operators were conducted in all regions receiving the equipment, Kuenzli said.

The training was conducted by a combination of manufacturers and vendors with support from Equipment and Services Unit personnel, he added.

Way Back When...



CONTRAST the latest equipment purchased by the Highway Division pictured on page 1 with the first equipment received by the department in 1919-- World War I surplus trucks, ready to be unloaded at the present site of the Equipment and Services Unit shops in Salem.

Remembering—

Notice recently was received of the death of **John I. Young**, 85, on June 29, 1984, in Prescott, AZ.

During his 18-year career with ODOT, he worked for both the Highway and Parks divisions. For the past 12 years he had lived in Echo, OR, and spent winters in Arizona.

Fund helps pay medical bills for indigents

This is part of a series taking a close look at one unit or section within ODOT.

The Motor Vehicle Accident Fund collects \$2 from Oregon drivers when they apply for or renew their driver licenses, using the money to pay for medical services to indigent persons injured in motor vehicle accidents.

Phil Pratt, fund manager, said the eight-member staff supplies many services beyond transferring money from the fund to health care providers. He noted that the fund allocation could be reduced automatically to \$1 under the sunset provision of state law unless the Legislature votes to continue the \$2 fee.

He said the accident fund staff trains hospital and clinic employees who are in charge of collections. The training not only covers how to

file claims with the fund, but also recommends methods for trying to obtain payment from patients, insurance companies or through legal settlements.

Each year, fund representatives meet with about 70 health care providers statewide to conduct this training. The instruction needs to

be repeated yearly due to high turnover in collection positions, Pratt said.

In a recent 900-mile tour, Pratt visited 18 offices and trained 32 people, he noted.

The maximum benefits the fund can pay on individual cases are \$250 to ambulances, \$1,250 to doc-

tors, \$3,000 to hospitals and \$500 each to nurses, pharmacies, physical therapists and prosthetic appliance suppliers.

Fund investigators often discover means of payment by patients that others have missed, Pratt said.

The combined educational and investigative efforts of the fund staff probably save \$2 million annually in payments, Pratt said. That is no small figure, considering that yearly income for the fund is \$1.9 million. In 1984, more than \$1.6 million was paid on 2,661 claims. The balance of the fund is for operating expenses and reserves.

Fund investigators need to be private detectives with knowledge of medical, legal, collection and insurance fields, Pratt said. He demonstrates that with a background that includes 15 years as a deputy sheriff, experience as a State Accident Insurance Fund (SAIF) investigator and 12 years as an insurance agent.

Other investigators have varied backgrounds, too. Carl Wakkure, Salem, had 18 years of experience in insurance investigation, claims adjustment and sales for a large company before joining the fund.

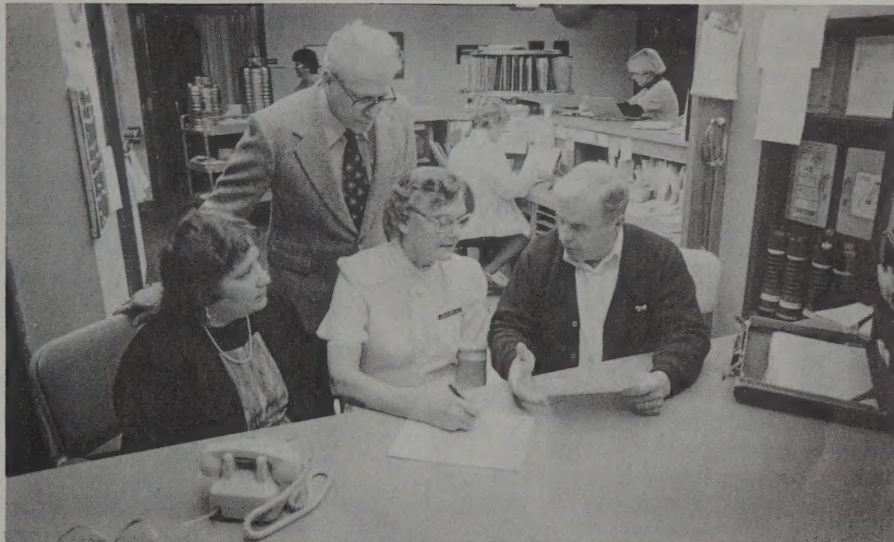
Lorraine Cabe, Portland investigator, previously worked for DMV, a large insurance company and the IRS.

Oregon efforts to track trucks attracts states

About 100 transportation and trucking industry officials gathered in Portland last month to discuss ways an Oregon and Arizona cooperative, high-technology project could be expanded to other states.

The so-called "Crescent Study"-- so named because the states interested in expanding the study approximate a crescent shape from British Columbia to Arkansas--would expand the Highway Division's test program that automatically identifies trucks traveling Interstate 5.

"The purpose of the meeting goes back to Arizona and Oregon trying related projects, with highway planners wanting to take advantage of each state's efforts," said Scott Coulter, state highway engineer.



CROSS TRAINING accident fund investigators Lorraine Cabe, left, and Carl Wakkure, right, is fund Manager Phil Pratt, standing. The three reviewed claim filing procedures with Jo Baker at Salem Hospital.

Citizens asked to discuss parks' future

The future of the Oregon state parks system will be the topic of a dozen town hall meetings scheduled throughout the state during March and April.

Dave Talbot, state parks administrator, is urging Oregonians to

participate in sessions aimed at determining what kind of parks citizens want, and who should pay the tab in coming years.

The answers received will become a critical element in deliberations during the first Governor's

Conference on State Parks, to be held in Salem late next fall, according to Talbot.

"We decided on the town meeting idea last fall when we traveled throughout Oregon to explain our state parks cost responsibility study to reporters and editors," Talbot said. "It became clear that we needed to explain the results of the study to citizens and ask them for a sense of direction."

The study suggested that the share of state parks support provided by general tax revenues should climb to about 50 percent from its present level of 19 percent. The study also warned that further increases in user fees could be detrimental to both attendance and parks revenues.

Talbot said March town hall gatherings will be held in Salem on the 21st; Hood River, 26; Astoria, 27; and Newport, 28. The April schedule includes Medford, 2; Gold Beach, 3; Coos Bay, 4; LaGrande, 9; Bend, 10; Gladstone, 11; Beaverton, 22; and Eugene, 23. Specific times and locations will be announced later.

Hot lance allows crews to repair roads in winter

A highway maintenance crew has experimented the past three months with new methods and equipment that allow workers to repair road surface cracks and pot-

holes even in cold or rainy weather.

According to District 2B Extra Gang Supervisor Bill Stark, the use of hot compressed air has been successful and offers several advantages.

To seal cracks or joints, workers use a commercial unit that mixes propane and compressed air, delivering a strong blast of air heated to 3,000 degrees. "This dries the crack and adjacent surface and warms the pavement to a workable temperature. Also, it blows loose and foreign material out of the crack," Stark said.

Immediately behind this unit, called a hot lance, another worker applies sealant.

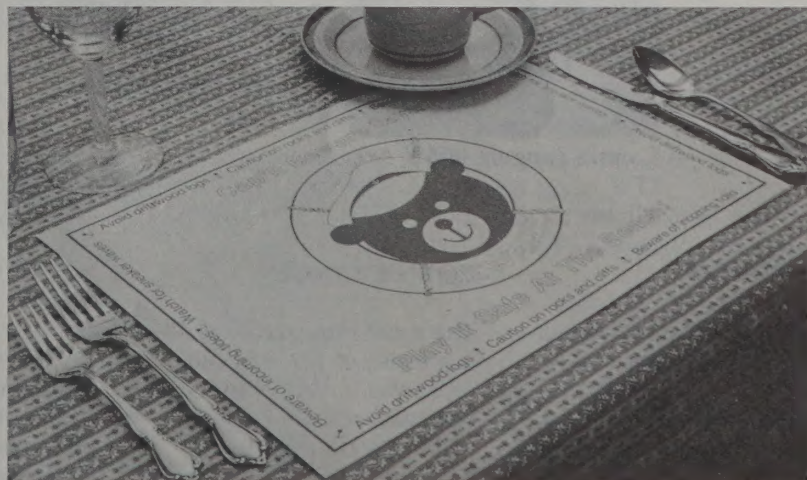
Besides the benefit of taking care of problems as soon as they occur, "it's better to seal cracks in the winter," Stark said. "Cold pavement contracts, making the crack wider. Therefore, we can apply more sealant and push it deeper into the hole, obtaining a better seal," he said.

Similar methods are used for pothole repair, with the added step of sealing the new surface to the existing pavement with the hot lance method.

Before this new approach, cracks and potholes could only be repaired permanently on dry days with temperatures above 40 degrees, Stark said. In the meantime, crews had to repeatedly repatch these problem areas.



HOT LANCE--Mark Buffington, HMW, right, wields a hot lance that dries rain water and warms pavement before application of crack sealant by Mark Amen, HMW.



CAP'N BEWARE will greet diners in coast restaurants this month as part of the Parks Division's beach safety campaign. The placemat contains safety reminders for visitors to the coast. The division also will air new public service announcements with beach safety themes.

CANDID COMMENTS

What qualities does a good employee possess?



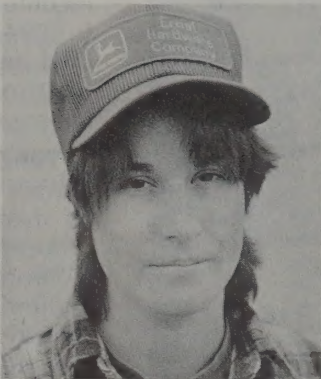
Jerry Robertson is VIA's roving photographer. VIA's editors frame the question of the month, and answers are edited only for length.



Lyle Howell, HWY
HMS B
Klamath Falls

LYLE HOWELL

The most important qualification any employee can possess is attitude. This greatly reflects on the finished product.



Chris Park, HWY
HMW 2
Baldock

CHRIS PARK

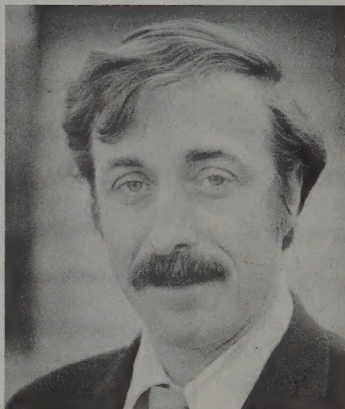
To work on Metro Region freeways, an employee needs guts, perseverance and a cool head.



Dorothy Graham, DMV
Secretary
Beaverton

DOROTHY GRAHAM

DMV Administrator Dave Moomaw's former secretary, Ruby Cook, upon retiring, said in her swan song, "Care enough about the way you do your work so you can truly take pride in the results." If employees have the qualities it takes to accomplish this, they cannot be less than good employees.



Ron Wolff, DMV
MVR 1
Grants Pass

RON WOLFF

A person with seven of the following 10 characteristics would be a good employee--someone with all 10 would be a perfect employee: Courteous and considerate. Knowledgeable and detail-oriented. Team worker. Personable. Good sense of humor. Creative. Courageous. Professional attitude and appearance. Effective. Motivated--not just for monthly paycheck and retirement benefits.



Bob Erickson, Central Svcs.
Asst. Personnel Manager
Salem

BOB ERICKSON

The adjectives to describe the qualities of a good employee are nearly endless. However, one of the best qualities for a good employee to possess is recognition of an obligation to the employer. This obligation translates into a personal concern to provide one's best effort to further the goals and missions of the employer. It also means placing the employer's interests ahead of self interest.



Robert Reid, HWY
HMW 2
Heppner

ROBERT REID

The first thing is to respect fellow workers and the public. Perform work assigned without complaining. Be available at all times in case of emergency. Check equipment for minor breakdowns.



Bill Quinn, HWY
Construction Engineer
Roseburg

BILL QUINN

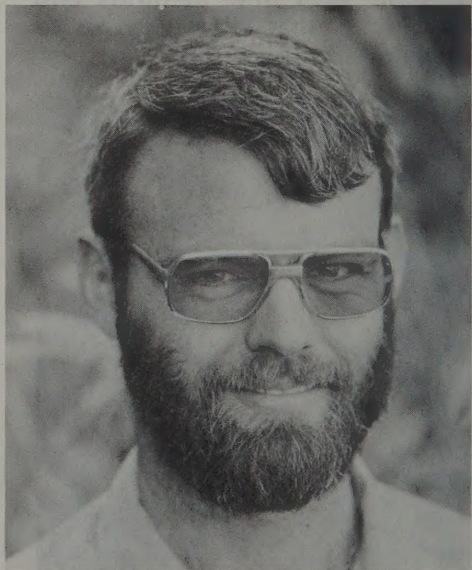
There are four major qualities that I feel a good employee possesses: Ability, dependability, eagerness and being cooperative. The last three, people can develop pretty easily. Everyone doesn't have equal ability.

Al Smith, HWY
Weighmaster 1
Bend



AL SMITH

A good employee should be loyal and dedicated. Foremost, the employee must have the desire to achieve the employer's goals.



Mike Hewitt, Parks
Asst. Park Manager
Cape Lookout

MIKE HEWITT

I think state employees should be flexible and have the ability to change with the times. They should have the patience to persevere and the ability to obtain results. To work for the state, you need dedication to do an excellent job.



Connie Tangen, HWY
ET 2
Albany

CONNIE TANGEN

The most important quality is a sense of pride about one's work. With this as a central force, employees will try to do their best, whatever the task. A sense of humor is important also, so that frustrations and irritations don't totally distort perspective.

Highway recognizes 23 for achievements in '84

Twenty-three Highway Division employees were honored by the Transportation Commission at its February meeting for accomplishments in 1984, according to State Highway Engineer Scott Coulter.

Last March Coulter issued three challenges to division employees: to undertake, with minimal staffing, the largest construction volume ever faced in a six-year program; improve the appearance of Oregon highways in preparation for the Olympic torch relay and increased travellers en route to the Summer Olympics; and to become more involved in community activities.

At the end of the year, Coulter asked supervisors to nominate people who had made outstanding contributions in one of the categories.

"I was pleased that 23 individuals were chosen for the recognition," Coulter said. Two people were nominated in more than one category.

The employees and their spouses attended a lunch following the commission meeting.

Those recognized were:

Construction Accomplishments

Rudy Wellbrock, mapping and mileage control manager, Salem.
Loyd Henion, economic services manager, Salem.
Jim King, highway maintenance supervisor (HMS), Grants Pass.
Don Sledge, assistant district main-

tenance supervisor (DMS), The Dalles.

John Gunter, DMS, Dist. 3, Salem.
Dick Steyskal, asst. DMS, Klamath Falls.

Paul Barnhart, project manager, Portland, retired.

Rick Sjolander, Region 2 environmentalist and planning coordinator, Salem.

Robert Matheson, HMS, Richland.

Bud Van Cleave, paving quality coordinator, Salem.

Don Adams, maintenance engineer, Salem.

Hal Versteeg, road design engineer, Salem, retired.

Spring Cleanup

Jack McCormick, DMS, Roseburg, retired.

Loy Neavoll, HMS, Prospect.

Dave Don, landscape supervisor, Tualatin.

John Gunter.

Community Involvement

William James, Jr., HMS, Vida.

Pat Perry, highway maintenance foreman (HMF), Mitchell.

Mark Phillips, HMF, Condon.

Rita Redeau, engineering aide, Portland.

Dave Don.

Dale Goerke, engineering technician (ET) 2, Tillamook.

Larry Morse, ET 1, Tillamook.

Michael W. Eden, office manager, Ontario.

Danny Ryan, HMS, Ukiah.

Parks employees attend

Customer relations class set

Parks Division employees with public contact in their jobs will attend one-day customer relations workshops scheduled through April at 12 district park locations statewide.

"Our employees have great public relations skills now, and we just want to bring that to an even higher level," said Steve Johansen, operation support manager.

"We particularly want to improve problem solving skills. We do very well with the occasional problem person we now get, but we want to be better," he said.

Employees submit many suggestions about seat belts

ODOT Safety Manager Dave White reported that more than 20 different suggestions were generated during a recent campaign to gather ideas for increasing seat belt use among ODOT employees.

He said none of the recommendations will be put into use until the Oregon Legislature completes action on a mandatory seat belt bill.

White said the ideas ranged from placing of safety messages to recognition for persons who regularly use seat belts. Others suggested disciplinary action for employees violating department policy by not wearing belts.

White thanked all who participated.

Participants will learn and practice problem solving techniques and will review division policies and procedures.

Communications topics will include listening skills, sending clear messages and making effective use of the telephone. Trainers will also cover methods for maintaining self-esteem as a public servant and reducing stress.

Where space is available, employees from other divisions may attend. Motor vehicles already has arranged for employees to attend two sessions, Johansen said.

Snyder to handle public affairs for both transit and aeronautics

Ann Snyder has been named the new public affairs specialist for ODOT's Public Transit and Aeronautics divisions. She replaces Dennis Clarke, who retired in December.

Initial projects she has planned include renewing the publication of *Aviation News* on a quarterly basis for all Oregon pilots and producing radio news releases. She will also write media news releases, *VIA* articles and assist with a variety of special projects.

She has five years' experience in publication production and organizational communications.

Snyder, 30, is a recent transplant from the Midwest, and has lived in Oregon just 1 1/2 years. She is a

Central Services

Randolph S. Nobles, computer operator 1 to computer operator 2, Salem.

Highway Division

David L. Ammons, highway maintenance worker (HMW) 2 to highway maintenance foreman (HMF) 1, Hermiston.

Patrick G. Beckman, HMW 2 to HMW 3, Government Camp.

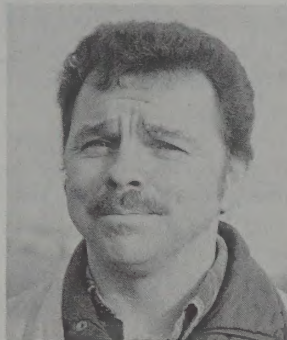
Donald L. Ferris, carpenter to carpenter supervisor A, Salem.

David W. Greenburg, highway engineer (HE) 2 to HE 3, Salem.

Von E. Hemmert, supervising highway engineer (SHE) B to SHE D (plan survey supervisor), Salem.

Kenneth E. Husby, SHE C to SHE D, (Asst. Region 2 engineer), Salem.

M. Tony Mandich, HE 1 to HE 2, Albany.



M. Tony Mandich,
HE 2

Bruce L. Meyer, HMW 2 to HMW 3, Government Camp.

Michael T. Moore, HMW 2 to HMW 3, Detroit.

Luis I. Rodea, engineering technician (ET) 2 to HE 1, Salem.

Michael A. Sather, materials testing engineer to HE 2, Salem.

John H. Shawl, HMF 2 to highway maintenance supervisor C, Coquille.

Terry J. Shike, HE 5 to SHE D, (structural design engineer), Salem.

Stephen G. Skeels, engineering aide (EA) to ET 1, Portland.

Timothy D. Smith, ET 1 to ET 2, Portland.

Willis E. Staples, HMW 2 to HMW 3, Eugene.

Tim H. Thex, SHE C to SHE D (plan analysis engineer), Salem.

Billy D. Trissell, ET 1 to ET 2, Coos Bay.

Teresa L. Vann, ET 1 to ET 2, Salem.

Walker H. Wakerlig, SHE C to SHE D (Program Unit supervisor), Salem.

Jackie W. Wegner, HMW 3 to HMF 1, Klamath Falls.

Gary E. Wight, HMW 2 to HMW 3, Spray.

Motor Vehicles Division

Karen McCormac, motor veh. repr. (MVR) 1 to MVR 2, Gladstone.

Colleen Spindler, clerical assistant to clerical specialist, Salem.



Moving up

Karen McCormac,
MVR 2



Crews receive safety awards

Crew 132-90, Coos Bay Drawbridge; Stanley Voit, supervisor; 50,000 hours.

Crew 133-30, Central Point Extra Gang; Clairel Lollar, supervisor; 50,000 hours.

Crew 023-00, Region 3 office; Jim Gix, supervisor; 400,000 hours.

Crew 101-01/21 equipment hdqts. & storeroom; R.W. Kuenzli, supervisor; 50,000 hours.

Crew 440-04, Prineville Reservoir Park; Ray Ruedi, supervisor; 12 years.

Crew 080-12, engineering; E.J. Dunn, supervisor; 350,000 hours.

Crew 025-01, Region 5 geology; Vernal Moore, supervisor; three years.

Crew 152-37, Pendleton landscape; Robert A. Lee, supervisor; three years.

Crew 153-01, Baker maintenance; John Atkinson, supervisor; 50,000 hours.

Crew 450-03, Wallowa Lake Park; Dean Muilenburg, supervisor; 200,000 hours.

Crew 080-31, engineering; Martin Havig, supervisor; 50,000 hours.

Crew 122-00, District 3 office crew; John Gunter, supervisor; 200,000 hours.

Crew 142-40, Bend sign crew; Michael Penhollow, supervisor; nine years.

Crew 143-08, Klamath Falls maintenance; Gerald Workman, supervisor; 450,000 hours.

Crew 143-07, Lake of the Woods; Ralph Swift, supervisor; six years.

Crew 400-00, Salem headquarters, parks; David Talbot, supervisor; 650,000 hours.

Crew 400-90, Salem design and engineering, parks; Larry Jacobson, supervisor; 50,000 hours.



Ann Snyder

On the job with... John Wood

By Monte Turner
Managing Editor

If John Wood had stayed in a college world literature class, he might have built houses rather than bridges.

When the Highway Division structures maintenance engineer entered college at the University of Illinois, he had decided to become an architect "for no particular reason," he admits. "After one day in a required world literature class I decided that if you had to do that to be an architect I didn't want to be one."

He switched to engineering, knowing there were many openings nationwide in highway departments. And he never returned to literature, though he reads novels for entertainment, he says.

After graduation he was drafted into the Marine Corps. Testing in boot camp determined that he and another graduate engineer should become radio repairmen, so he spent two years changing radios in tanks at a southern California base.

While stationed there, he met his wife, Ann, a native Oregonian. She lured him back to her home state after he'd worked for the California highway department a couple of years.

"After 30 years in Oregon, I feel like a native. My wife can't get me to leave, and she's tired of the wet weather," he says.

His first 19 years with the division were in bridge design, where "I took a lot of ribbing as the only engineer who hadn't graduated from Oregon State University," he says. "The work was enjoyable and we were busy, since I-5 was being built."

But when the structures maintenance engineer position became vacant, he requested a transfer, feeling "it was time for a change."

calls and written requests to retrieve specific information. Wood's secret for coping with the high volume: "Never let the paper-work pile up."

His well-ordered, but packed, office offers good evidence that he follows this rule. Papers are sorted neatly in categorized stacking files, and bookshelves are filled with uniformly arranged technical manuals that look well-used.

A five-speed bicycle is chained near the doorway, ready for a trip downtown for lunch or to headquarters--about a mile away--perhaps partially accounting for his slender build and tanned face, even in mid-winter.

Wood's corner office, with windows on two sides, is home to several large plants that add to the comfortable feeling of the space inhabited by this relaxed, gray-haired engineer. His smile emphasizes deep lines on his face as he says, "They came in to measure for carpet the other day, but said I didn't need any. There's no floor space left to cover."

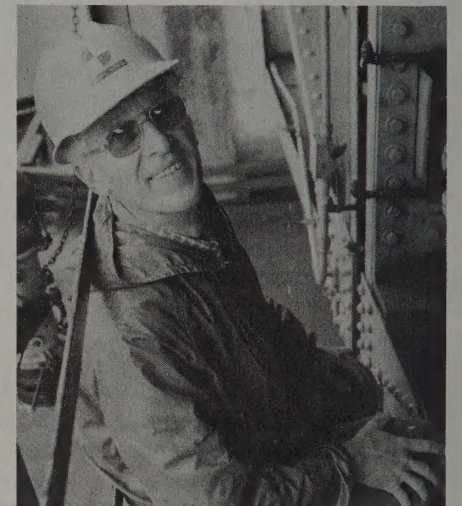
Several boxes hold projectors, slides and manuals in preparation for biennial training classes that Wood coordinates for bridge inspectors. Eighty people from throughout the state are attending sessions this year in Salem and Bend, while 50 were turned away because of space limitations.

The sessions are the only opportunity for city, county and state workers to receive certification as bridge inspectors. When Wood took over the job of coordinating the classes, he condensed them from two weeks to one week and asked region inspectors to join him as instructors.

"This helps keep our inspectors current, too, since teachers have to know more than students," Wood says. In his 11 years, he's conducted



JOHN WOOD pokes into every nook and cranny during inspection of the Siuslaw Bridge.



bia's bridges and establish a bridge inventory. Traveling 7,000 miles within Saudi Arabia in nine weeks, Wood had a chance to see most of that country and observe its culture.

Two people assist Wood with his work. An underwater inspection supervisor uses scuba gear to inspect existing structures and keep an eye on underwater portions of new construction.

Wood's other assistant, a bridge inspector/diver, also enters bridge inventory data into computer files.

The crew has just started on a major bridge inspection project to thoroughly examine five or six large bridges per year. This is necessary because of the age of many structures in Oregon and the concern nationwide with deterioration of bridges, Wood says.

Those two factors bring to mind his concern that Oregon is falling behind other states in one aspect of bridge inspection.

"Due to a couple of major bridge span collapses, there is interest in improving the professionalism of bridge inspectors nationwide," Wood says. "But Oregon is reluc-

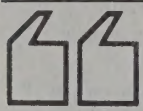
tant to treat bridge inspection as a career. There is no career path. Bridge inspection is used as an advancement point.

"I have tried unsuccessfully on three occasions to upgrade the position," he says. "I hope my successor has better luck with this."

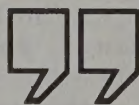
That successor will begin work in 1986, since Wood expects to retire at the end of this year. "I have no definite plans. My wife and I will probably settle in some sunny place. We'll play for awhile before deciding," he says. The couple have two sons.

Several interests will fill much of his time--bicycling, camping, photography and tinkering to keep a motor home and cars running. He also owns a personal computer and enjoys "the challenge of making it work," he says, having written a couple of engineering and game programs.

With his deep-set, dark eyes showing conviction as he looks back over his career, he says, "We have a good inspection program as a whole and provide good training. I like to think that I had a hand in getting the system going."



"I like to think that I had a hand in getting the system going."



For 11 years he's been in charge of the statewide bridge inspection program that covers not only structures on state highways, but all bridges used by the public. He coordinates work with the full-time bridge inspector stationed in each highway region office and with city and county inspectors.

All these entities send bridge inventory information to Wood's office, where it's filed in a computer. This generates many phone

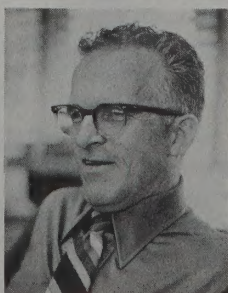
eight class series and enjoys meeting the people who attend.

Besides consulting on bridge problems whenever they occur, Wood tours the state each summer with a federal engineer, looking at a variety of bridges. Each fall, Wood conducts an inspection of all draw-bridges.

His travels expanded significantly seven years ago when he was the first choice from applicants nationwide to inspect Saudi Ara-

finance small civic projects.

For nine months of the year, he and his wife, Eleanor, travel coastal states in their motor home. Last September they joined 12 other retirees and spouses to tour Scandinavian countries. "It rained two weeks out of three, making us feel right at home," he said.



Paul Nice, 1310 Y Ave., LaGrande 97850. Ret. Hwy storekeeper 1983.

During Paul's first 25 of 35 years with the Highway Division, he worked as a mechanic, and he still uses those skills doing light mechanical repair work.

He also makes wind chimes from aluminum tubing and sells them on consignment throughout the country. "I just build them when I feel like it," he said.

Paul enjoys snowmobiling and traveling. He and his wife, Leora, went to Indiana to visit their

daughter last winter.

Paul has three grandsons active in school sports in LaGrande, so he attends several of their games.

"I like to tell people that retirement is the best job I ever had," he said.

Retirees Report

Carl Hobson, 3788 5th Ave. N., Salem 97303. Ret. ODOT personnel manager 1982.

Travel and professional activities are keeping Carl busy. "I'm thoroughly enjoying retirement," he said.

He recently took an assignment as part-time consultant to the Association of Engineering Employees to evaluate comparable worth study actions.

He's also a member of the Keizer Kiwanis Club that sells Christmas trees as a major fund raiser to

Retired ODOT employees are requested to stop at headquarters, call 378-6546, or send summaries of recent activities to: VIA editor, Public Affairs, 140 Transportation Building, Salem 97310.